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U.S. DEPT/ENERGY (DOE)
Mr. Terry Lash, Director
of Nuclear Energy, Science
& Technology
1000 Independence Ave. S.W.
Washington, DC 20585

Dear Mr. Lash:

I am enclosing a copy of an article appearing in THE BRYAN TIMES, on Saturday, January 29, 2000, regarding transporting hazardous nuclear waste through Ohio.

1 [Where is waste from Cleveland and the East Coast currently being shipped?]

2 [I am aware that there are more states besides Ohio to be travelled in order to get the waste to Nevada. Will the public be notified when hazardous waste is to travel through it's community? Or, will a small sign on a truck or rail car indicate that hazardous waste is onboard?]

3 [What are the risks of shipping spent nuclear fuel via populated areas? What are the health (or life & death) issues involved in a radioactive release brought about by an accident during transportation to the "dump?"]

4 [Here in the Bryan area we have had several derailments in the past 5 years, one involving fire. What would happen to the nuclear waste, and our communities, if fire was involved in an accident?]

5 [I think our bigger problem is the waste itself, not just whether it can safely be transported via populated areas. What will happen 200 years from now when our descendants tap into this waste dump in the Nevada desert?]

6 [We are setting up horrible situations for future citizens of this country. Alternate means of producing energy need to be researched and developed so this issue will be come a "non-issue."]

7 [Naturally, I am not in favor of nuclear waste travelling through our
8 community. Can we sleep better at night knowing we are safe and secure in our own homes? What solutions did your 6-month series of 20 hearings produce?]

A concerned citizen in Williams County, Ohio.

Carolyn M. Pfister

2—The Bryan Times, Saturday, January 29, 2000

Ohio on crossroads for shipping nuclear waste

By THOMAS J. SHEERAN
Associated Press Writer
CLEVELAND (AP) — Ohio

would get to ship its spent nuclear plant fuel 2,000 miles to the Nevada desert as part of a U.S. Department of Energy proposal.

But the state's location would make Ohio the crossroads for much of the East Coast's nuclear waste also destined for the underground Yucca Mountain vault, 100 miles northwest of Las Vegas.

The risk of shipping nuclear fuel, sometimes daily, was the focus of a DOE hearing Friday

in Cleveland. The six-month series of 20 hearings ends Tuesday in Chicago.

The agency, which will accept written comments until Feb. 9, is collecting public comments on the proposal for shipping spent nuclear fuel to the mountain from power plants and government weapons plants.

The Public Utilities Commission of Ohio, which has jurisdiction over trucking but not rail shipping, said it wouldn't approve any nuclear waste shipping routes over the objections of local communities.

In addition, Alfred P. Agler with the PUCO's transportation department said the agency wouldn't approve any shipping plan that serves "to export the risk to other communities or states."

Amy Ryder, Cleveland area director of Ohio Citizen Action, told the DOE that shipping of nuclear waste by rail and truck across Ohio, mainly along the Interstate 80 corridor, would pose a safety risk.

"This plan clearly benefits the nuclear industry while putting the safety of millions of citizens at risk," she said.

Chris Trepal, executive director for the Earth Day Coalition in Cleveland, said DOE was loosen-

ing safety standards in proposing the Yucca Mountain repository. "They can't change the rules this late in the game, particularly when they're dealing with such lethal waste," she said.

Robert M. Jefferson, an Albuquerque, N.M., nuclear industry consultant, said the industry has a safe shipping record and no accident has ever led to a radioactive release. "We've been doing it (shipping nuclear waste) for 30 years," he said.

Vernon Hagaki, supervisor of emergency planning at the Perry Nuclear Power Plant located 25 miles northeast of Cleveland, agreed that nuclear waste can be shipped safely.

"We believe that the mechanisms are well in place nationally and in Ohio to provide reasonable assurance to Ohio's residents that spent fuel shipments crossing this state can and will be safely accomplished," he said.

The proposed shipping routes haven't been finalized. Yucca Mountain project spokeswoman Gayle Fisher said.

She said up to nine shipments weekly could go through Ohio, mostly by truck. If trains primarily are used, there could be two train shipments weekly and one truck shipment every five or six days.